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AUTHORITY

**31 May 1982, DoDD 5200.10; OAG, D/A ltr.,  
29 Apr 1983**

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**DEPARTMENT OF THE ARMY**  
**OFFICE OF THE ADJUTANT GENERAL**  
**WASHINGTON, D.C. 20310**

**IN REPLY REFER TO**

AGJA (M) (25 Aug 70)

FOR OT UT 702132

2 September 1970

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 268th Aviation Battalion (Combat), Period Ending 30 April 1970 (U)**

SEE DISTRIBUTION

ENCL 1  
7M  
12A

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

**KENNETH G. WICKHAM**  
**Major General, USA**  
**The Adjutant General**

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 268TH AVIATION BATTALION (COMBAT)  
APO San Francisco 96316

AVBACB-EC

6 May 1970

SUBJECT: Operational Report Lessons Learned of 268th Aviation Battalion (Combat) for Period Ending 30 April 1970, RCS CSPOR-65 (RI) (U)

SEE DISTRIBUTION:

1. Section 1. Operation: Significant Activities

a. (U) General: This report covers the period 1 February 1970 through 30 April 1970, and is submitted in accordance with AR 525-15 and USARV Sup 1 to AR 525-15. During the reporting period the 268th Aviation Battalion (Combat) continued to provide support to the Free World Military Assistance Forces in the II Corps Tactical Zone. This support was primarily provided in Pleiku, Binh Dinh, Phu Cat, and Phu Yen Provinces.

b. (C) Replacement: In general, replacements during the last quarter have slightly increased and have been arriving steadily both prior to and after rotation of the individuals they are to replace. In MOS groups 67N, 67U, 67W, 67X, 68D, 71P, 73C, and 92B, the Battalion is understrength. The Battalion received a total of 129 replacements in February, 206 in March, and 125 in April. As of 30 April there were 338 assigned officer personnel (135 Officer and 203 Warrant Officer). Enlisted strength maintained an assigned strength of 1386, compared to an authorized strength of 1302. The 268th Aviation Battalion is 91.5% overall filled with a breakdown as follows: 95.2% officers, 87.4% warrant officers, and 92.2% enlisted.

c. (U) Personnel:

(1) The following changes took place within the Battalion Staff.

Commanding Officer - 15 Feb 70 PARLAS, Joseph L. Jr., ██████████, LTC, IN

Vice: HERMANN, Ulrich, ██████████, LTC, IN

S3 - 13 Feb 70 WRIGHT, Michael L., ██████████, CPT, AR

Vice: ROUNTREE, Thomas E., ██████████, CPT, IN

S4 - 1 Mar 70 LAWSON, Lott L., ██████████, CPT, IN

Vice: HATFIELD, Gary L., ██████████, MAJ, SC

FOR OT UT  
702132  
Inclosure

1  
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AVIATION-3C

SUBJECT: Operational Report Lessons Learned of 268th Aviation  
Battalion (Combat) for Period Ending 30 April 1970. RCS  
CSFOR-65 (RI) (U)

6 May 70

(a) The following company changes of command occurred:

18MC, 268th Avn Bn (Cbt) - 8 March 70 ROUNTREE, Thomas E., [REDACTED]  
CPT, IN

Vice: NILSEN, Roy M., [REDACTED], CPT, IN

61st Avn Co (AH) - 1 Apr 70 PARKER, Ellis D., [REDACTED], MAJ, PA

Vice: JOHNSON, Emmett F., [REDACTED], MAJ, SC

134th Avn Co (AH) - 5 Apr 70 DICKERSON, Jon R., [REDACTED], MAJ, PA

Vice: HENSLEY, William R., [REDACTED], MAJ, PA

196th Avn Co (ASH) - 4 Mar 70 MARTON, Charles D., [REDACTED], MAJ, PA

Vice: ZIMRO, Harold, [REDACTED], MAJ, PA

d. (C) Unit strength is attached as Inclosure I.

e. (C) Civilian strength is attached as Inclosure II.

f. (C) Intelligence: Enemy activity for the reporting period was initially light to moderate and increased to a moderate level toward the end of the reporting period. In Phu Yen Province, the significant item of interest was the number of kidnappings that occurred. This along with ground activity (attacks by fire, ground attacks, ambushes and other harassing activities) against local security elements and the civilian population was a direct threat to counter the pacification program that was in progress. In Binh Dinh Province, the enemy continued to pose a threat and frequently attempted to down aircraft with his fires. Enemy threats in the Phu My area (DR 910680) increased during this period to a high level. Body-wraps have accounted for many of the friendly wounded. There are many reports that increased emphasis is being placed on sapper training throughout the II Corps Tactical Zone.

(1) Units of the battalion have received hostile fire two times during the reporting period as follows:

| Location     | Date          | No. & Type of Rds | Damage             | Casualty |
|--------------|---------------|-------------------|--------------------|----------|
| LZ English   | 1 Apr 1900 70 | 22 Rds 82 mm      | 4 UH-1H            | 2 WIA    |
| Phu Hiep AAF | 1 Apr 0107 70 | 24 Rds 82 mm<br>2 | 2 UH-1H<br>(Light) | None     |
| INCL         |               |                   |                    |          |

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AVBACB-MC

SUBJECT: Operational Report Lessons Learned of 268th Aviation Battalion (Combat) for Period Ending 30 April 1970, RCS, CSFOR-65 (RI) (U) May 1970

(2) Aircraft of this Battalion have received hostile fire fifty-eight (58) times. (See Inclosure 3)

(3) The 268th Aviation Battalion (Combat) has been credited with two hundred and ten (210) KBA's as follows:

| <u>UNIT</u>    | <u>No KBA</u> |
|----------------|---------------|
| 61st AC (AH)   | 101           |
| 129th AC (AH)  | 56            |
| 134th AC (AH)  | 23            |
| 196th AC (ASH) | 16            |
| 238th AC (AW)  | 14            |

g. (C) Operations:

(1) Units of this Battalion have been engaged in combat operations each of the eighty-nine (89) days covered by this reporting period. Four (4) major combat airmobile assaults were conducted by this Battalion during this reporting period as indicated below.

| <u>Date</u> | <u>Supported Unit</u> | <u>No A/C Employed</u> | <u>Sorties</u> | <u>Cargo Tons</u> | <u>Trans</u> |
|-------------|-----------------------|------------------------|----------------|-------------------|--------------|
| 12 Feb 70   | CRID (Phase I)        | 74                     | 1,481          | 365.5             | 4,137        |
| 19 Feb 70   | CRID (Phase II)       | 59                     | 1,338          | 247.5             | 2,464        |
| 28 Feb 70   | CRID (Phase IV)       | 79                     | 1,487          | 232               | 3,427        |

(2) The After Action Report for the operation initiated on 12 Feb 70 and the Phases of it are inclosed as Inclosure 4.

(3) The After Action Report for the operation initiated on 22 Apr 70 is not inclosed as it has not been terminated at this time. It will be included as an inclosure in the next ORLL.

(4) The Capitol ROK Infantry Division (CRID), 173rd Airborne Brigade, and the 22nd ARVN Division continued to be the major units supported by the 268th Aviation Battalion (Combat). The White Horse ROK Infantry Division has received substantial support from the Battalion and the 4th Infantry Division has received UH-1H, Gunship, CH-47 and CH-54 aircraft on an almost daily basis. Numerous other support requirements were fulfilled on a mission basis.

INCL

3

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AVPACB-EC

**SUBJECT: Operational Report Lessons Learned of 268th Aviation  
Battalion (Combat) for Period Ending 30 April 1970, RCS,  
CSFOR-65 (RI) (U)**

(4) The 355th Aviation Company's (HvyHel), 1st Platoon, (Two (2) CH-54's), continues to remain at Pleiku supporting the Pleiku area. With the introduction of more CH-47C medium lift helicopters in the Pleiku area, the first platoon was designated to return to Rm Hiep; however, the CH-47C aircraft experienced maintenance difficulties which has delayed indefinitely the return of the 1st platoon.

(6) Operational results appears as Inclosure 5.

h. (C) Training:

(1) Units within the Battalion continued to publish weekly training schedules with emphasis on Aviation crew-member Safety and Standardization.

(2) New aviators being assigned are given a comprehensive -10 test before assignment to their units. This test initiated by the battalion Standardization Pilots is preceded by a short conference period with the new aviators, emphasizing safety, hazards of flying in the operational area and good, sound aviation advice.

(3) Mandatory In-Country training continues to be conducted for all new replacements at Battalion level. Classes are conducted on a as required basis and new personnel are assigned to their respective units within the minimum amount of time. Reference for this training is USARV Supplement 1 to AR 350-1 on the following training:

| <u>Subject</u>      | <u>Score</u>  |
|---------------------|---|
| VC/NVA Orientation  | Identification, tactics, and techniques, to include sapper techniques.  |
| Mines & Bobby traps | Orientation, recognition and detection of enemy mines and bobby-traps.  |
| Medical Training    | Emphasis on prevention of heat casualties, field sanitation, personal hygiene, first aid, self-aid, airmedical evacuation techniques, malaria, rabies and venereal disease control. |

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6 May 1970

SubjectScopeRules of Engagement and Minimizing  
non-combat casualtiesExplanation of how Rules of Engagement  
are employed by leaders at all  
levelsFamiliarize them with how planning  
is conducted to minimize non-  
combat casualtiesEmphasize the individual soldier's  
responsibility to observe these  
and other rules designed to  
protect the civilian population  
in RVN.

In addition to the training mentioned, numerous other subjects are covered at the battalion and each subject has a complete lesson plan and reference data. All new personnel are given the following training within seven days of assignment to a unit.

SubjectScope

Weapons training

Zero of assigned weapon

Instruction in care and cleaning  
of individual assigned weapon.

Gas chamber exercise

Fitting and testing of the M-17  
protective mask.

(4) Instructor pilots conducted 90 day standardization flights as required. The Battalion Standardization Pilots conducted at least two visits with each unit and continually monitored the standardization and flight programs in the units. Monthly ratings were held for all SIP's and IP's. The following is a list of IP's made during this reporting period by unit.

| <u>Unit</u>    | <u>New IP's</u> |
|----------------|-----------------|
| 61st AC (AH)   | 0               |
| 129th AC (AH)  | 1               |
| 134th AC (AH)  | 1               |
| 180th AC (ASH) | 1               |
| 196th AC (ASH) | 5 1             |

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| <u>Unit</u>   | <u>New IP's</u> |
|---------------|-----------------|
| 238th AC (AW) | 1               |
| 355th AC (HH) | 3               |

(5) During this reporting period the following school quotas were filled:

| <u>School</u>                            | <u>Quotas Filled</u> |
|--|----------------------|
| Armament Officer                         | 0                    |
| Armament EM                              | 1                    |
| Tech Supply                              | 1                    |
| Tech Inspector                           | 2                    |
| Maintenance Test Pilot Course (Officer)  | 0                    |
| Maintenance Test Pilot Course (Enlisted) | 0                    |
| UH-1 Instructor Pilot                    | 1                    |
| AH-1G/UH-1C Helicopter Repair            | 1                    |
| UH-1D/H Helicopter Repair                | 5                    |
| CH-47 Helicopter Repair                  | 7                    |
| T-53-L-11 Engine                         | 0                    |
| T-53-L-13 Engine                         | 1                    |
| T-55-L-7                                 | 0                    |
| T-55-L-11 Engine                         | 0                    |

1. (C) Logistics:

(1) The following are existing equipment shortages within the 268th Aviation Battalion (Combat):

- (a) Wreckers, 5 Ton
- (b) Tool Kit 2d Echelon
- (c) Survival Radios

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- (d) Truck, Fork Lift
- (e) Typewriters
- (f) LSA (Fabricants, small arms)

(2) The following cleaning supplies required for sanitary mess operations are in short supply:

- (a) Brooms, straw
- (b) Detergent, dishwashing
- (c) Scouring powder

(3) During this reporting period the HHC, 268th Aviation Battalion (Combat) received a 1st Aviation Brigade CMMI inspection, the overall rating was unsatisfactory. A reinspection of HHC provided an overall rating of satisfactory.

(4) Aircraft status appears as Inclosure 6.

(5) Aircraft availability appears as Inclosure 7.

**k. (C) Civil Affairs:**

(1) This Battalion conducts on a regular basis MEDCAP's in the surrounding villages as well as medical assistance to the Phu Yen Province hospital located in Tuy Hoa.

(2) Numerous swing sets and other recreational equipment has been donated and constructed in the small villages around the Phu Hiep Army Airfield.

(3) Units of the Battalion located at An Son and Phu Hiep have entertained orphans on several occasions and have donated TV sets, bicycles, and money to these institutions.

**1. (U) Chaplain:**

(1) The 268th Aviation Battalion (Combat) Chaplain during the quarter has conducted a total of 25 weekday services, 20 Sunday Protestant Religious services and 1 memorial service with a total attendance of 1795.

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(2) Religious services were held at Phu Hiep Army Airfield, MACV Team 28 in Tuy Hoa, 6/32 Artillery at Phu Hiep, LSA 593-2 at Phu Hiep, and Lane Army Airfield at An Son.

(3) The 268th Aviation Battalion (Combat) Chaplain has made 31 visits to units stationed at Ninh Hoa, Tuy Hoa, An Son, and Phu Hiep. He has spent 294 hours in individual counseling.

(4) The 268th Aviation Battalion (Combat) Chaplain regularly participates in a newly arrived personnel briefing. This program is designed to familiarize newly assigned people with the Battalion staff members who can and/or may be able to directly assist them, and in particular to inform them of the religious activities within the Battalion. During this reporting period the Battalion Chaplain has given 14 briefings with a total attendance of 243.

(5) The 268th Aviation Battalion (Combat) Chaplain's Office in cooperation with the Tu Det LSA Qui Nhon Support Command and the Tuy Hoa Air Force Base Chaplain's Office, is presenting a series of "Famous Films in the Chapel". The commercial films are shown, and a discussion follows, to stimulate the religious and social consciousness of those attending. The series consists of thirteen films which began in April and concludes in June. During this reporting period 5 films have been shown with an attendance of 161.

m. (U) Safety

(1) The following is a summary of accidents during the reporting period:

|                            |    |
|----------------------------|----|
| (a) Major Accidents        | 7  |
| (b) Minor Accidents        | 0  |
| (c) Incidents              | 6  |
| (d) Forced Landings        | 6  |
| (e) Precautionary Landings | 12 |
| (f) Fatalities             | 0  |

(2) Cumulative aircraft accidents rate per 100,000 flying hours for the reporting period was 19.9.

n. (U) Surgeon:

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(Combat) for Period Ending 30 April 1970, RCS CSFOR (RI) (U)

(1) The 268th Aviation Battalion (Combat) Medical Section is located at Phu Hiep Army Airfield. It is composed of two separate medical detachments. The 433rd Medical Detachment is located with the Battalion medical section at Phu Hiep. The other unit, the 546th Medical Detachment, is located at An Son.

(2) The 193rd Medical Detachment which was attached to the 268th Aviation Battalion (Combat), for a portion of the reporting period, has been reassigned to the 52nd Aviation Battalion (Combat).

2. (C) Section 2. Lessons learned: Commanders Observations, Evaluation, and Recommendations.

a. (C) Personnel:

(1) Battalion Operations Center Officers

(a) Observation: A Battalion Operations Center is required to be manned on a 24 hour basis.

(b) Evaluation: The present TOE makes no provisions for the three (3) officers needed to perform these duties.

(c) Recommendations: That MTOE be changed to add three (3) positions so vitally needed.

(d) Command Action: A consolidated recommended change to the TOE will be prepared for submission. The recommendation above will be included.

b. Intelligence: None

c. (C) Operations:

(1) Utilization of CH-47 aircraft

(a) Observation: The six hour limitation on CH-47's is being waived on many occasions regardless of the tactical necessity.

(b) Evaluation: The six hour limitation is reasonable and can be supported by CH-47 units maintenance wise; thus providing better and more consistent support.

(c) Recommendation: That the six (6) hour limitation be continued both supporting unit and higher headquarters closely monitor and record the instances where the six (6) hour daily limitation is waived.

(d) Command Action: CH-47 units will continue to monitor missions for misutilization of CH-47 assets.

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SUBJECT: Operational Report Lesson Learned of 268th Aviation Battalion (Combat) for Period Ending 30 April 1970, RCS CSFOR-65 (RI) (U)

(3) Fougass Drum Drops by CH-47 aircraft

(a) Observation: The 173rd Abn Bde has extensively employed CH-47 aircraft to drop fougass in conjunction with tactical operations with great success. See Inclosure 8

(b) Evaluation: The CH-47C has experienced minor skin damage from the metal clevice used in the rigging; however, the CH-47A has not encountered this problem to the same degree because of the difference aerodynamically of the aircraft (CH-47A and CH-47C)

(c) Recommendation: Until an improved rigging assembly can be devised, only CH-47A aircraft should be used for this mission. CH-47C model aircraft can be used when the entire rigging assembly can be released to preclude the damage to the skin of the under-carriage. Gunships must accompany CH-47 aircraft on all fougass missions.

(d) Command Action: Coordination and liaison between the 101st Airmobile Division, 173rd Abn Bde and the 268th Aviation Battalion (Combat) has been instigated with all three units studying and researching the problems encountered and possible solutions to these problems.

(4) Employment of Gunships

(a) Observation: Units are requiring Gunship Support without having a sufficient need for this type of support.

(b) Evaluation: Often units request support during the hours of darkness when they have no definite target or the target is too close to a village and the fire team connot obtain clearance to fire.

(c) Recommendations: The major support unit requesting gunships for a tactical emergency should more closely scrutinize the needs of the ground unit to determine whether they offset the inherent dangers of night gunship operations.

(d) Command Action: Liaison was made with the staff agency responsible for declaration of tactical emergencies and stricter guidelines were determined regarding the employment of gunships versus artillery and small arms.

(5) Gunship dead blade time for convoy cover.

(a) Observation: Units are requiring gunships to be on station during the covering of a convoy.

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(b) Evaluation: Gunships absorb a great deal of wasted blade time constantly circling highway convoy.

(c) Recommendation: LOH type aircraft should cover the convoy with the gunships on standby and responsive to the convoys needs.

(d) Command Action: Coordination with units involved in convoy movement have been requested to consider this tactic. The problem is constantly being discussed with higher headquarters.

(6) Inexperience of ground units in airmobile operations.

(a) Observation: During this reporting period it has been observed that the 173rd Airborne Brigade, coming off its pacification role, lacked experienced personnel in the airmobile concept.

(b) Evaluation: The low experience level of the unit commanders caused numerous difficulties in coordinating combat assaults and general employment of available aviation assets.

(c) Recommendations: Commanders at all levels should receive familiarization training in the employment of aviation at the earliest possible time. This could be incorporated as part of the initial briefing for newly assigned officers.

d. Organization: None

e. Training:

(1) The closing of the USARV Technical Schools (Maintenance) in March reduced our maintenance effectiveness because of the lack of suitable in-country schools to train inexperienced maintenance personnel.

(a) Observation: With the closing of the USARV Schools units of this Battalion were deprived of their only source of schooling for inexperienced personnel.

(b) Evaluation: Although the schools are now scheduled to be reopened the time lapse when no school quotas were available has hurt somewhat the maintenance effort of the units.

(c) Recommendation: The in-country schooling, when available, is an outstanding program and one which benefits the units. Keep the school quotas available.

(d) Command Action: Future school quotas will be utilized to the maximum extent possible by this Battalion's aviation units.

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SUBJECT: Operational Report Lesson Learned of 268th Aviation Battalion  
(Combat) for Period Ending 30 April 1970, RCS CSFOR-65 (RI) (U)

f. Logistics:

(1) Forward refueling operations:

(a) Observation: A larger fuel pump is necessary to cut down on the time spent on the ground refueling.

(b) Evaluation: At present we are using the 100 GPM fuel pump which is equipped with two hoses that actually pump fifty (50) GPM per hose. This causes too much time on the ground and tends to allow the aircraft to stack-up in the refueling area.

(c) Recommendation: That MTOE be changed to add pumping assembly FlamBl Liq Gas, Whl: 4 in out 350 GPM 275 ft HD G-R04A12 MG DAD, FSN 4320-691-1071 Lin No. P92051.

(d) Command Action: A recommended change to the TOE is being prepared for submission. The above information will be submitted.

(2) PLL Shortage of Repairable Parts

(a) Observation: The requirement to turn in a used repairable part within seven days of receipt of a new part has prevented this unit from attaining its PLL level of repairable parts.

(b) Evaluation: Many PLL items which are repairable were below stockage level when the program of a part for a part was initiated; therefore, PLL strength was never reached.

(c) Command Action: This unit has submitted a complete list of PLL shortages accompanied by 05 requisitions for the items. We have requested that items on this list not require return of like items. Once the PLL is brought up to strength the repairable return program could be continued.

g. Communications:

(1) Compatability of unsecure radios to secure radios when used as base station.

(a) Observation: Problems have arisen when setting up new areas with secure stations due to educating everyone to the idiosyncrasies of secure FM versus unsecure FM.

(b) Evaluation: When VRC-12 series radios are used as base station they must use old squelch position. This puts this station off from other VRC-12 radios unless they work old squelch or are placed in the X-mode position. This causes problems when many units are involved on a large post that have different chains of commands. PRC-25's can no longer be used unless the base stations use two radios-- one secure and one unsecure.

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(c) Recommendation: All VRC-12 radios in Vietnam be placed in the X-mode position. Step-up replacement of PRC-25's with PRC-77's, while putting more PRC-25's in units using secure FM.

(d) Command Action: Units in the area were directed to place the VRC-12 in the X-mode position and, when available, to use PRC-77's in lieu of PRC-25's when working with base stations set up for secure operations.

h. Material:

(1) CH-47 and T55-L-11 Engine

(a) Observation: CH-47 units within the Battalion receiving CH-47 aircraft are experiencing problems with the T55-L-11 engine.

(b) Evaluation: Close inspection of the fuel manifold and fire shield areas by unit TI's and Lycoming Field representatives indicated that fuel atomizers were being chafed by swirlers which are installed in the aft end of the combustion liner. All engines showed evidence of ignition plugs being chafed by the combustion liner. The leakage between fuel manifold and the combustion and the oil leak problem of the ball joint fitting creates a safety hazard.

(c) Recommendation: All units utilizing the T55-L-11 engine be made aware of the problem areas encountered.

(d) Command Action: Higher Headquarter and Lycoming representatives are being kept abreast of any additional problems and the T55-L-11 engines' performance is being closely monitored by using units. EIR's have been submitted through maintenance channels.

i. Other: None

9 Incl

1. Unit Strength
2. Civilian Strength
3. Hostile Fire
4. After Action Report (12-28 Feb)
5. Operational Results
6. Aircraft Status
7. Aircraft Availability
8. ~~Interegotation Report~~
9. ~~Organization~~

*Joseph H. Farias, Jr.*  
JOSEPH H. FARIAS, JR.  
LTC, IN  
Commanding

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AVBnCB-SC (6 May 70) 1st Ind

SUBJECT: Operational Report - Lessons Learned, Headquarters, 268th Aviation Battalion (Combat), Period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), APO 96240 29 May 1970

TO: Department of the Army (ACSFOR, DA), Washington, D.C. 30310  
Commanding General, I Field Force Vietnam, APO 96350

1. (U) This headquarters has reviewed the attached report, considers it adequate and concurs with the contents except as indicated below.

2. (C) The following comments and recommendations are submitted:

a. Section 1. Operations: Significant Activities.

(1) Personnel.

Non-concur with paragraph 1d. The authorized EM strengths shown in inclosure 1 are incorrect. The correct figures are as indicated below:

| UNIT                     | EM   | TOTAL |
|--------------------------|------|-------|
| HHC                      | 85   | 107   |
| 61st Avn Co              | 218  | 288   |
| 129th Avn Co             | 218  | 288   |
| 134th Avn Co             | 218  | 288   |
| 355th Avn Co             | 153  | 183   |
| Bn Total Should Reflect: | 1497 | 1878  |

(2) Intelligence.

Concur with paragraph 1f. Additional information on items of historical data, i.e., movement of enemy units, should be included.

(3) Logistics.

(a) Concur with paragraph 1i (1). All shortages are on valid requisitions.

(b) Concur with paragraph 1i (2). A shortage of self service supply items exist throughout the II Corps area.

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AVBACB-SC (6 May 70) 1st Ind 29 May 1970  
SUBJECT: Operational Report - Lessons Learned, Headquarters, 268th  
Aviation Battalion (Combat), Period Ending 30 April 1970,  
RCS CSFOR-65 (R2) (U)

b. Section 2. Lessons Learned: Commander's Observations, Evaluations and Recommendations.

(1) Operations.

(a) Concur in part with paragraph 2c (1). The six hour limitation will be adhered to whenever possible. However, when tactical requirements dictate the limitation will be exceeded.

(b) Concur with paragraph 2c (5). This headquarters continues to stress use of the O-1 as convoy cover with gun ships on standby.

(c) Concur with paragraph 2c (6). This problem was discussed in the ORLL of this headquarters for the same period of time. Unit failed to include a command action comment.

(2) Logistics.

(a) Non-concur with paragraph 2f (1). USAHV presently has a moratorium on submission of MTOEs. Recommend the unit initiate a request for a 180 day loan for the number of 350 GRM pumps required to support forward refueling operations.

(b) The authorization columns for the CH-47 in inclosure 6 should read as indicated:

| UNIT  | CH47A<br>Auth/OH | CH47C(-)<br>Auth/OH | CH47C<br>Auth/OH |
|-------|------------------|---------------------|------------------|
| 180th | 16/0             | 0/11                | 0/5              |
| 196th | 16/10            | 0/2                 | 0/2              |
| 268th | 32/10            | 0/13                | 0/7              |

(3) Communications.

Non concur with paragraph 2g (1). All VRC-12 type radios should be operated in the new squelch position, except when actually receiving or transmitting secure, which will allow the PRC-25's to net with the VRC-12. A VRC-12 radio operating in the X Mode position will net with the PRC-25, provided the VRC-12 is being operated in the new squelch position.

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AVBACB-SC (6 May 70) 1st Ind 29 May 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 268th  
Aviation Battalion (Combat), Period Ending 30 April 1970,  
RCS CSFOR-65 (R2) (U)

FOR THE COMMANDER:

*Billy W. Coughran*  
BILLY W. COUGHRAN  
CPT, AGC  
Asst Adjutant

CF:  
CO, 268th AB(C)

**CONFIDENTIAL**

AVFA-GC-HIST (6 May 70) 2d Ind

SUBJECT: Operational Report-Lessons Learned, Headquarters, 268th Aviation  
Battalion (Combat), Period Ending 30 April 1970, RCS, CSFOR-65 (R2)

DA, Headquarters, I Field Force Vietnam, APO S.F. 96350 8 JUN 1970

TO: Commanding General, 1st Aviation Brigade, APO 96384

1. This headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and forwarding indorsement.

2. Paragraph 1i (2) is not concurred in. Contact with the Logistics Officer at Phu Hiep ISA, on 31 May 1970, indicates that straw brooms, dishwashing detergent and scouring powder are available.

FOR THE COMMANDER:

*Robert L. Alderman*  
ROBERT L. ALDERMAN  
Lieutenant Colonel, AGC  
Acting Adjutant General

CF:

1 - CO, 17TH AVN GP (C), (LESS ORLL)  
1 - CO, 268TH AVN BN (C), (LESS ORLL)

AVBAGC-0 (6 May 70) 3d Ind

SUBJECT: Operational Report-Lessons Learned of 268th Aviation Battalion  
(Combat) for Period Ending 30 April 1970. RCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384 18 JUN 1970

FROM: Commanding General, United States Army Vietnam, ATTN: AVHCC-DST,  
APO 96375  
Commander-in-Chief, United States Army Pacific, ATTN: GFCP-DT,  
APO 96358

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

The headquarters has reviewed the Operational Report-Lessons Learned  
from the 268th Aviation Battalion (Combat) and concurs, with the following  
exceptions:

a. Paragraph 2f(2), page 12: Nonconcur. The unit discusses the turn-  
in of repairable items 7 days after receipt of a new item. USAAVSCCM Supply  
Letter, dated March 1970, Table 11, states that repairable items will be  
turned in no later than 7 working days after the component has been removed  
from the aircraft or determined to be excess. 1st Aviation Brigade Supply  
and Maintenance Newsletter, dated May 1970, contains this information.

b. Paragraph 2a(1), page 9: Nonconcur. The 24 hour Battalion Operations  
Center is essential, but additional DOC officers should be drawn on a rota-  
tional basis from the companies. This has the advantage of not increasing  
the HHC authorization and also giving selected unit officers a period of  
experience in staff planning, and operation of the DOC. An addition to the  
HHC is not considered to be justified.

FOR THE COMMANDER:

  
WARREN A. PETERSON  
CPT, AGC  
ASST AG

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AVHGC-DST (6 May 70) 4th Ind

SUBJECT: Operational Report Lessons Learned of 268th Aviation Battalion (Combat) for Period Ending 30 April 1970. RCS CSFOR-65 (R2)(U)

Headquarters, United States Army Vietnam, APO San Francisco 96375 07 JUL 1970

TO: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT,  
APO 96558

1. (U) This Headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1970 from Headquarters, 268th Aviation Battalion (Combat) and comments of indorsing headquarters.

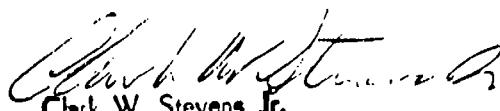
2. (C) Comments follow:

a. Reference item concerning "Fougass Drum Drops by CH-47 Aircraft," page 10, paragraph 2c(3): nonconcur with the recommendation to restrict this operation to "A" model, CH-47 aircraft. An evaluation of aviation flame munitions by ACTIV revealed that all CH-47 aircraft can perform the Fougass mission provided the cargo net used to transport the Fougass drums does not exceed 33 feet in length, as measured from one 3-loop sling to the other. This length precludes aft blade strikes by the free end of the retained net after the drums are released. If the forward airspeed of the CH-47 does not exceed 80 knots during a Fougass drop, the free end of the retained net will not strike the bottom of the aircraft. This information has been disseminated to all CH-47 units. The concept and tested delivery procedures concerning this flame munition have been forwarded to Department of the Army. Action by USARPAC or DA is recommended.

b. Reference item concerning "Training", page 11, paragraph 2e: concur. A limited number of maintenance courses continue to be offered at the in-country, Army Aviation Refresher Training School (AARTS). An increase in the number of courses presented is planned for August 1970. No action by USARPAC or DA is recommended.

c. Reference item concerning "CH-47 T55-L11 Engines," page 13, paragraph 2h: concur. A safety-of-flight message concerning these problems has been dispatched to all units having these engines. A Lycoming technical representative has been assigned to each CH-47 unit having these engines to assist in the solution of these problems. No action by USARPAC or DA is recommended.

FOR THE COMMANDER:



Clark W. Stevens Jr.

Capt. (Ret.)

Assistant Adjutant General

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Cy Furr:  
1st Avn Bde  
268th Avn Bn

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GPOP-DT (6 May 70) 5th Ind (U)

SUBJECT: Operational Report of HQ, 268th Aviation Battalion (Combat)  
for Period Ending 30 April 1970, MCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96558 21 JUL 70

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
L.M. OZAKI  
CPT, AGC  
Asst AG

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Strength as of 30 Apr 70

| 1. (c) Military | OFF  |     | WO   |     | ENL  |      | Auth | TOTAL |
|-----------------|------|-----|------|-----|------|------|------|-------|
|                 | Auth | Asg | Auth | Asg | Auth | Asg  |      |       |
| HHC             | 19   | 22  | 3    | 10  | 87   | 87   | 109  | 119   |
| 61st            | 19   | 20  | 51   | 39  | 219  | 196  | 289  | 255   |
| 129th           | 19   | 20  | 51   | 49  | 219  | 194  | 289  | 263   |
| 134th           | 19   | 19  | 51   | 46  | 219  | 207  | 289  | 272   |
| 180th           | 15   | 15  | 26   | 14  | 227  | 197  | 268  | 226   |
| 196th           | 15   | 12  | 26   | 17  | 227  | 217  | 268  | 246   |
| *238th          | 17   | 12  | 14   | 14  | 137  | 137  | 168  | 163   |
| 355th           | 17   | 12  | 17   | 14  | 157  | 132  | 187  | 158   |
| 433rd           | 1    | 1   | 0    | 0   | 7    | 11   | 8    | 12    |
| 546th           | 1    | 2   | 0    | 0   | 7    | 8    | 8    | 10    |
| 268th Avn Bn    | 142  | 135 | 239  | 203 | 1502 | 1386 | 1883 | 1724  |

\* Includes 587th TC Det

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(e) Civilian Strength

| Unit             | VN    |       | Contractor | DAC   |       | 3rd Natl |       |
|------------------|-------|-------|------------|-------|-------|----------|-------|
|                  | Auth  | Asg   |            | Asg   | Auth  | Asg      | Auth  |
| HHC, 268th AB(C) | 11    | 10    | 12         | 0     | 0     | 0        | 0     |
| 61st AC(AH)      | 12    | 12    | 6          | 0     | 0     | 0        | 0     |
| 129th AC(AH)     | 8     | 8     | 0          | 2     | 2     | 0        | 0     |
| 134th AC(AH)     | 6     | 8     | 0          | 0     | 0     | 0        | 0     |
| 180th AC(ASH)    | 9     | 8     | 6/2*       | 0     | 0     | 0        | 0     |
| 196th AC(ASH)    | 9     | 9     | 2/1*       | 0     | 0     | 0        | 0     |
| 238th AC(AW)     | 0     | 0     | 0          | 0     | 0     | 0        | 0     |
| 355th AC(HH)     | 4     | 4     | 1*         | 1     | 1     | 0        | 0     |
| <hr/>            | <hr/> | <hr/> | <hr/>      | <hr/> | <hr/> | <hr/>    | <hr/> |
| 268th AB(C)      | 59    | 59    | 264**      | 3     | 3     | 0        | 0     |

\* Technical Representative

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| UNIT                   | LOCATION | ROUNDS       | HITS | DATE/TIME/GROUP |
|------------------------|----------|--------------|------|-----------------|
| 1. 180th Avn Co (ASH)  | BQ900590 | 25-More Rds  | 1    | 05/1015 FEB 70  |
| 2. 129th Avn Co (AH)   | BQ720920 | 25- More Rds | 1    | 11/1645 FEB 70  |
| 3. 129th Avn Co (AH)   | BR096575 | 25-More Rds  | 18   | 12/1155 FEB 70  |
| 4. 61st Avn Co (AH)    | BS155926 | 11-25 Rds    | 1    | 12/1330 FEB 70  |
| 5. 134th Avn Co (AH)   | CQ023428 | 25-More Rds  | 15   | 14/0945 FEB 70  |
| 6. 134th Avn Co (AH)   | BR955655 | 1-10 Rds     | 2    | 15/1100 FEB 70  |
| 7. 134th Avn Co (AH)   | UNK      | 1-10 Rds     | 1    | 18/UNK FEB 70   |
| 8. 196th Avn Co (ASH)  | BSA43085 | 11-25 Rds    | 4    | 19/1630 FEB 70  |
| 9. 134th Avn Co (AH)   | BR245351 | 1-10 Rds     | 1    | 20/1830 FEB 70  |
| 10. 129th Avn Co (AH)  | BR815621 | 11-25 Rds    | 1    | 22/1610 FEB 70  |
| 11. 134th Avn Co (AH)  | BR990070 | 11-25 Rds    | 5    | 23/1100 FEB 70  |
| 12. 134th Avn Co (AH)  | BR793734 | 1-10 Rds     | 1    | 25/0930 FEB 70  |
| 13. 134th Avn Co (AH)  | BR913641 | 1-10 Rds     | 7    | 02/1600 MAR 70  |
| 14. 355th Avn Co (HH)  | BR613722 | 25-More Rds  | 15   | 03/1345 MAR 70  |
| 15. 180th Avn Co (ASH) | BR585775 | 25-More Rds  | 8    | 03/1500 MAR 70  |
| 16. 355th Avn Co (HH)  | BR560300 | 1-10 Rds     | 1    | 04/1000 MAR 70  |
| 17. 134th Avn Co (AH)  | BR886724 | 11-25 Rds    | 1    | 06/1130 MAR 70  |
| 18. 196th Avn Co (ASH) | BS659208 | 1-10 Rds     | 2    | 08/1330 MAR 70  |
| 19. 180th Avn Co (ASH) | BS462008 | 1-10 Rds     | 1    | 11/1400 MAR 70  |
| 20. 180th Avn Co (ASH) | BP789266 | 1-10 Rds     | 3    | 13/1030 MAR 70  |
| 21. 196th Avn Co (ASH) | UNK      | 1-10 Rds     | 1    | 15/UNK MAR 70   |
| 22. 196th Avn Co (ASH) | BP695299 | 1-10 Rds     | 1    | 15/1230 MAR 70  |
| 23. 134th Avn Co (AH)  | BS913065 | 1-10 Rds     | 2    | 16/1500 MAR 70  |
| 24. 129th Avn Co (AH)  | BR536804 | 25-More Rds  | 15   | 18/1615 MAR 70  |
| 25. 196th Avn Co (ASH) | BQ963588 | 1-10 Rds     | 1    | 20/0845 MAR 70  |

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| UNIT                   | LOCATION | ROUNDS      | HITS | DATE/TIME/GROUP |
|------------------------|----------|-------------|------|-----------------|
| 26. 196th Avn Co (ASH) | BR963583 | 1-10 Rds    | 3    | 20/0850 MAR 70  |
| 27. 355th Avn Co (HH)  | BR621623 | 1-10 Rds    | 1    | 20/1200 MAR 70  |
| 28. 355th Avn Co (HH)  | BS910090 | 11-25 Rds   | 1    | 24/1500 MAR 70  |
| 29. 134th Avn Co (AH)  | BS384101 | 1-10 Rds    | 3    | 27/1100 MAR 70  |
| 30. 129th Avn Co (AH)  | BR905715 | 25-More Rds | 1    | 01/1730 APR 70  |
| 31. 129th Avn Co (AH)  | BR651605 | 11-25 Rds   | 3    | 02/0930 APR 70  |
| 32. 129th Avn Co (AH)  | BR595723 | 11-25 Rds   | 3    | 03/0900 APR 70  |
| 33. 129th Avn Co (AH)  | BR644595 | 11-25 Rds   | 1    | 03/1000 APR 70  |
| 34. 129th Avn Co (AH)  | BR585766 | 11-25 Rds   | 2    | 04/0940 APR 70  |
| 35. 129th Avn Co (AH)  | BR608762 | 25-More Rds | 1    | 04/1150 APR 70  |
| 36. 196th Avn Co (ASH) | BS683196 | 25-More Rds | 10   | 04/1400 APR 70  |
| 37. 129th Avn Co (AH)  | BR869634 | 25-More Rds | 2    | 05/1330 APR 70  |
| 38. 129th Avn Co (AH)  | BR869639 | 25-More Rds | 2    | 05/1330 APR 70  |
| 39. 129th Avn Co (AH)  | BR869639 | 25-More Rds | 3    | 05/1630 APR 70  |
| 40. 61st Avn Co (AH)   | BR607058 | 1-10 Rds    | 2    | 06/1100 APR 70  |
| 41. 61st Avn Co (AH)   | BS867173 | 11-25 Rds   | 1    | 06/2045 APR 70  |
| 42. 134th Avn Co (AH)  | BR835702 | 25-More Rds | 2    | 07/1100 APR 70  |
| 43. 134th Avn Co (AH)  | BR835702 | 25-More Rds | 6    | 07/1100 APR 70  |
| 44. 134th Avn Co (AH)  | BR835702 | 25-More Rds | 5    | 07/1100 APR 70  |
| 45. 238th Avn Co (AW)  | YB895385 | 11-25 Rds   | 1    | 07/1400 APR 70  |
| 46. 238th Avn Co (AW)  | YB915363 | 11-25 Rds   | 7    | 07/1400 APR 70  |
| 47. 61st Avn Co (AH)   | BR036844 | 1-10 Rds    | 2    | 09/1420 APR 70  |
| 48. 61st Avn Co (AH)   | BR067731 | 1-10 Rds    | 1    | 11/1155 APR 70  |
| 49. 61st Avn Co (AH)   | BR930865 | 11-25 Rds   | 5    | 12/1205 APR 70  |
| 50. 134th Avn Co (AH)  | BR844702 | 25-More Rds | 35   | 12/1130 APR 70  |

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| UNIT                   | LOCATION | ROUNDS      | HITS | DATE/TIME/GROUP |
|------------------------|----------|-------------|------|-----------------|
| 51. 129th Avn Co (AH)  | BR874730 | 1-10 Rds    | 2    | 10/1705 APR 70  |
| 52. 129th Avn Co (AH)  | BR735598 | 25-More Rds | 12   | 14/1400 APR 70  |
| 53. 61st Avn Co (AH)   | BR856736 | 11-25 Rds   | 12   | 13/0940 APR 70  |
| 54. 61st Avn Co (AH)   | BR815696 | 25-More Rds | 5    | 13/1605 APR 70  |
|                        | BR795670 |             |      |                 |
| 55. 129th Avn Co (AH)  | BR965665 | 25-More Rds | 1    | 14/2215 APR 70  |
| 56. 61st Avn Co (AH)   | BR825706 | 1-10 Rds    | 1    | 15/2215 APR 70  |
| 57. 268th Avn Bn (Cbt) | CQ148576 | 1-10 Rds    | 1    | 23/0800 APR 70  |
| 58. 134th Avn Co (AH)  | BQ916548 | 11-25 Rds   | 2    | 28/1215 APR 70  |

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**SUBJECT: After Action Report**

The following After Action Report is submitted in accordance with 1st Aviation Brigade Regulation 335-1, dated 5 March 1968.

1. (U) Combat Assault - 3 Phases
2. (U) A. Phase I - 120900 February to 121800 February 1970.  
B. Phase II - 190900 February to 191800 February 1970.  
C. Phase IV - 280800 February to 281600 February 1970.
3. (C) A. Pick up zones for Phase I were located at:

A-BR 687423  
B-BR 752418  
C-BR 778443  
D-BR 863368  
E-BR 914437  
F-BR 877540  
G-BR 898549  
H-BR 877426  
I-BR 738357  
K-BR 801369

B. Landing Zones for Phase I were located at:

1-BR 734594  
2-BR 729600  
3-BR 735586  
4-BR 721592  
5-BR 707586  
6-BR 692595  
7-BR 693614  
8-BR 697643  
9-BR 697633  
10-BR 702635  
11-BR 712641  
12-BR 734633  
13-BR 728609  
14-BR 696575

C. Pick up zones for Phase II were located at:

A-BR 692595  
B-BR 682581  
C-BR 707586  
D-BR 693614  
E-BR 721592  
F-BR 729607  
G-BR 721628  
I-BR 705621

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AVBACB-EC

SUBJECT: After Action Report

K-BR 735624  
M-BR 728629  
N-BR 733631  
R-BR 721647

D. Landing Zones for Phase II were located at:

1-BR 776638  
2-BR 762649  
3-BR 762615  
4-BR 765615  
5-BR 767617  
6-BR 784615  
7-BR 743687  
8-BR 744680  
9-BR 763681  
10-BR 764701  
11-BR 753688  
12-BR 792652  
13-BR 754614  
14-BR 790625

E. Pick up zones for Phase IV were located at:

A-BR 705715  
B-BR 712714  
C-BR 723718  
D-BR 727686  
E-BR 693688  
F-BR 698699  
G-BR 763700  
H-BR 754583

F. Landing zones for Phase IV were located at:

1-BR 770659  
2-BR 839710  
3-BR 817720  
4-BR 781714  
5-BR 839677  
6-BR 809723  
7-BR 834665  
8-BR 828674  
9-BR 774702  
10-BR 832651  
11-BR 778639  
12-BR 841618  
13-BR 832635  
14-BR 832635  
15-BR 827678  
16-BR 745556  
17-BR 753524

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4. (U) 268th Aviation Battalion (Combat)
5. (U) Capital Republic of Korea Infantry Division (CRID)
6. (U) Intelligence indicated the presence of Headquarters of the 18th NVA Regiment (BR 725670) with a strength of 520 personnel, the Seventh Battalion of the 18th Regiment (BR 735715) with a strength of 387 personnel, and the 2nd NVA Regiment (BR 856605). This unit has a strength of 1100 personnel.

These units are members of the 3rd NVA Division. The 18th NVA Regiment in the past has had the mission of interdicting highway 19 and has operated in Bao area 226. The 2nd NVA Regiment has the mission of engaging the ARVN units located in the Phu My Area (BR 901674). The loss of such large numbers of personnel and weapons has undoubtedly undermined the strength of these enemy units.
7. (C) The mission of the 268th Aviation Battalion (Combat) was to provide aviation support to the Capitol ROK Infantry Division for Airmobile Assaults on 120900 February 1970 (Phase I), 190900 February 1970 (Phase II), and 280300 February 1970 (Phase IV).
8. (U) Concept of operation: Refer to inclosure 1,4,7 (OPORD 3-70, 4-70, 5-70).
9. (C) Execution: Phase I, refer to inclosure 1 (OPORD 3-70). Initial liaison was established with the Capitol ROK Infantry Division on 8 February 1970, by the CO and Operations Officer of the 129th Aviation Company (Assault Helicopter) for advanced planning of the operation. CO, 129th Aviation Company (Assault Helicopter), CO, 196th Aviation Company (Assault Support Helicopter) and the ALO of the Capitol ROK Infantry Division made a joint reconnaissance of the operational area and fourteen (14) landing zones were selected for Phase I's Combat Assault. On 11 February 1970, CO and S3, 268th Aviation Battalion (Combat) made a visual reconnaissance of the operational area and confirmed the landing zones and pick up zones to be used. Liaison was maintained throughout the planning stages of the operation. On 10 and 11 February 1970, lift tables, gun tables, and the operation order were completed for Phase I. On 11 February 1970, a briefing was held by the CO and S3, 268th Aviation Battalion (Combat) at An Son for the units participating in the assault from there. The Executive Officer and assistant S3, 268th Aviation Battalion (Combat) held a briefing at Phu Hiep for the units there participating in the assault. Pick up zones were used as staging areas. CO, 268th Aviation Battalion (Combat) decided on a one (1) hour weather hold at 120845 February until 120945 hours due to fog, haze and a low ceiling in the operational area. At approximately 120945 hours an additional thirty minute weather hold was decided upon by the CO, 268th Aviation Battalion (Combat). The CO, 268th

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SUBJECT: After Action Report

Aviation Battalion (Combat) made an affirmative weather decision at approximately 121020 February 1970. Tactical air strikes were scheduled but were not used due to the prevailing weather conditions; however, artillery was used to prep the LZ's from 121000 to 121040 hours. Gunships then prepared the LZ's from 121040 till 121105. The four initial assaults were started at approximately 121100 hours and the lead aircraft of Green Flight reported a blade strike in the first LZ; however, the remaining ten (10) UH-1H's of Green Flight made it into the LZ without further incident. Chalk two, of the Blue Flight, received heavy small arms fire on short final into LZ 14 and took approximately 18 hits, caught fire and was safely landed in the LZ. The crew was picked up by the trail aircraft and safely extracted from the area with no injuries. The aircraft was recovered later in the day. The fire produced very little damage to the aircraft; however, booby traps were discovered in the LZ's but there was no damage to the aircraft as a result of them. Having Pathfinders in the PZ's alleviated all but minor problems in them. The entire lift was completed with the exception of five (5) lines at 1745 hours. The remaining five (5) lines were inserted the next day. UHF was the primary "Charlie Charlie" frequency and FM was used as a back-up. Communications were excellent. All refueling points were controlled by ATC personnel. Three (3) area C&C aircraft were used to facilitate command and control of the lift as well as a primary and alternate C&C.

Phase II: Refer to inclosure 4 (OPORD 3-70). Prior to and after completion of Phase I coordination and liaison was maintained with CRID in anticipation of Phase II which would again require almost the total aviation assets of the 268th Aviation Battalion (Combat). On 17 February 1970, the Battalion was alerted for a Combat Assault which initiated Phase II of CRID's present operation. Visual reconnaissance of the proposed LZ's was accomplished on 17 February 1970, by the CO's of the 129th Aviation Company (Assault Helicopter), 196th Aviation Company (Assault Support Helicopter) and the ALO to CRID. The same procedure was used as briefings were completed by 181900 February 1970. Pick up Zones were again used as the staging areas and Pathfinders were inserted in the four (4) largest PZ's prior to the initial lifts coming out. Because of haze and fog in the area of operation another one (1) hour weather hold was put into effect. At approximately 0920-0945 all LZ's were prepped by artillery and Gunships prepped the LZ's from 0950-1000 hours. The four (4) initial assaults were begun at 1005 hours. All troops and cargo were inserted without incident at 191730. Throughout the operation communication and control were excellent. Again UHF was the primary "Charlie Charlie" frequency and FM was used as a back up. All refueling points were controlled by ATC personnel.

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SUBJECT: After Action Report

Phase IV: Refer to inclosure 7 (OPORD 5-70). Phase III was a company (-) lift. Therefore the 268th Aviation Battalion (Combat) assets were not needed again until Phase IV. The S3 268th Aviation Battalion (Combat) was notified on 25 February 1970, that Phase IV would take place on 280800 February 1970. CO's of the 268th Aviation Battalion (Combat), 129th Aviation Company (Assault Helicopter) and S3 268th Aviation Battalion (Combat) made a visual reconnaissance of the proposed LZ's and confirmed them for helicopter use on 27 February 1970. Briefings were conducted at An Son, Lane AHP, on 271800 February 1970 by CO and S3 268th Aviation Battalion (Combat) and at Phu Hiep on 271730 February 1970 by the Executive Officer and assistant S3 268th Aviation Battalion (Combat) for the units involved in the Combat Assault. Because of adverse weather in the area weather holds of one (1) hour increments were decided upon by the CO 268th Aviation Battalion (Combat). At 1020 the weather hold was terminated. At 1000-1040 artillery preps were fired on all LZ's. Pathfinders were inserted into pertinent LZ's prior to the initial lifts out of the PZ's. Gunships preps were begun at 1045-1055 on the initial three (3) combat assaults into the LZ's. The entire lift was completed at 281630 February 1970 without incident. Problems were encountered with communication between the flights and the "Charlie Charlie" aircraft; however, these were resolved during the operation through the use of primary and alternate UHF and FM frequencies. As in Phases I and II, area "Charlie Charlie" aircraft were employed by the CO 268th Aviation Battalion (Combat) to enhance the command and control of the lift. All refueling points were controlled by TC personnel.

## 10. (C) RESULTS

A. Phase I: The following information is submitted for the operation.

- (1) 63 enemy KIA
- (2) 48 enemy SA
- (3) 04 enemy CR
- (4) 09 enemy Radios

## B. Phase II:

- (1) 139 enemy KIA
- (2) 87 enemy SA
- (3) 14 enemy CR
- (4) 0 enemy radios

## C. Phase III: No reports received

## D. Phase IV:

- (1) 67 enemy KIA
- (2) 43 enemy SA
- (3) 7 enemy CR
- (4) 2 enemy radios

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**E. Totals**

- (1) 330 enemy KIA
- (2) 194 enemy SA
- (3) 28 enemy CR
- (4) 13 enemy Radics

F. The final figures are reliable; however, figures for phases III and IV are not accurate for no reports were received for these stages.

**11. (C) Administrative**

**A. Phase I:**

(1) Three (3) refueling and two (2) rearming points were established for this operation. Four (4) refueling points and two (2) rearming points were established up at the 1st Cav Reg CP (BR 803366) which was used for slicks and guns. Eight (8) refueling points and four (4) rearming points were established at LZ Hammond (BR 882538) for slicks guns and cranes. Five (5) refueling points were established for CH-47's at Phu Cat North Airstrip (BR 915458). One trained Air Traffic controller was used at all refueling and rearning points. No logistical problems were encountered.

(2) One MED-EVAC "Dust Off" aircraft was committed for this operation. The "Dust Off" orbited over the operational area during the entire operation. Two (2) spare UH-1H's were used and were located at LZ Hammond (BR 882538). One (1) UH-1H and one (1) CH-47 were utilized as Maintenance Recovery aircraft and were located at Lane AHP, An Son.

**B. Phase II:**

(1) Two (2) refueling and one (1) rearning area were established for this Phase. Six (6) refueling points and two (2) rearning points were established at LZ Hammond (BR 882538) for slicks and guns. Four (4) refueling points were established for CH-47's at Phu Cat North Airstrip (BR 915458). One trained Air Traffic Controller was used at all refueling and rearning points. No logistical problems were encountered.

(2) One (1) MED-EVAC "Dust Off" aircraft was committed for this operation. The "Dust Off" orbited over the operational area during the entire operation. Two (2) spare UH-1H's were used and were located at LZ Hammond (BR 882538). One (1) UH-1H and one (1) CH-47 were utilized as Maintenance Recovery aircraft and were located at Lane AHP, An Son.

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## C. Phase IV

(1) Two (2) refueling and one (1) rearming arcs were established for this Phase. Six (6) refueling points and two (2) rearming points were established at LZ Hamm and (BR 882538) for slicks and guns. Three (3) refueling points were established for CH-47's at Phu Cat North Airfield (BR 882536). One trained Air Traffic Controller was used at all refueling and rearming points. No logistical problems were encountered.

(2) One (1) MED-EVAC "Dust Off" aircraft was committed to the operation. The "Dust Off" orbited over the operational area during the entire operation. Two (2) spare UH-1H's were used and were located at LZ Hamm (BR 882538). One (1) UH-1H and one (1) CH-47 were utilized as Maintenance Recovery aircraft and were located at Lane AHP, An Son.

## 12. None

13. Commanders Analysis for Phases I, II, IV: Coordination and communication during the actual lift was outstanding with the Koreans; however, problems arose when changes were requested by the Koreans in the lift tables after it was completed and participating units were briefed. Most of these changes were complied with due to the flexibility of the aviation units involved; however, a small percentage could not be made. The supported unit, in this case CID, must be aware of the problems involved with last minute changes in a lift table, e.g. Additional LZ's and PZ's and their possible effect on the mission.

14. Recommendations for Phases I, II, and IV: Techniques employed by this Battalion on Combat Assaults which have been successful should be noted as follows:

- a. LZ preparatory fire is conducted using flechettes which are most effective.
- b. All initial lifts are provided a hot escort by the gunships.
- c. Hot escort gunships are required to have at least 2/3 of their ordnance remaining for the escort.
- d. Initial slick lifts do not touch skids down to avoid "booby traps" but unload troops at a low level.
- e. Area C&C ships to assist primary C&C in LZ identification and marking for division size lifts utilizing numerous and widely dispersed LZ's and PZ's.

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## OPERATIONAL RESULTS

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| UNIT  | SORTIES<br>FLOWN | TROOPS<br>LIFTED | CARGO<br>LIFTED | ENEMY<br>KIA | STRUCTURES<br>DAM | STRUCTURES<br>DES | SAMPANS<br>DAM | SAMPANS<br>DES |
|-------|------------------|------------------|-----------------|--------------|-------------------|-------------------|----------------|----------------|
| 61st  | 34,698           | 46,344           | 1,434           | 34           | 0                 | 21                | 0              | 0              |
| 129th | 28,395           | 43,684           | 1,922           | 36           | 30                | 53                | 0              | 0              |
| 134th | 27,350           | 51,925           | 1,100           | 35           | 15                | 12                | 0              | 0              |
| 180th | 8,110            | 19,267           | 13,829.5        | 0            | 0                 | 0                 | 0              | 0              |
| 196th | 12,438           | 37,014           | 13,975          | 16           | 0                 | 0                 | 0              | 0              |
| 238th | 2,924            | 172              | 19.5            | 14           | 0                 | 4                 | 0              | 4              |
| 355th | 3,068            | 0                | 6,644           | 0            | 0                 | 0                 | 0              | 0              |

## AIRCRAFT LOSS

## AIRCRAFT DAMAGED

| 2. UNIT         | TYPE  | NO. | TYPE   | NO. |
|-----------------|-------|-----|--------|-----|
| 61st            | UH-1H | 2   | UH-1H  | 7   |
|                 | UH-1B | 0   | UH-1B  | 5   |
| 129th           | UH-1H | 2   | UH-1H  | 11  |
|                 | UH-1B | 0   | UH-1B  | 6   |
| 134th           | UH-1H | 3   | UH-1H  | 6   |
|                 | UH-1C | 2   | UH-1C  | 3   |
| 180th           | CH-47 | 0   | CH-47  | 6   |
| 196th           | CH-47 | 0   | CH-47A | 3   |
|                 |       |     | CH-47C | 1   |
| 238th           | UH-1B | 0   | UH-1B  | 2   |
| 355th           | CH-54 | 0   | CH-54  | 0   |
| H.C., 268th ABC | UH-1H | 0   | UH-1H  | 1   |

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AIRCRAFT STATUS

| TYPE        | UH-1 D/H | UH-1 E/C | CH-64    | CH-47A   | CH-47C   | CH-47A   | CH-54A   | AUTM O/H | AUTM O/H | AUTM O/H |
|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| UNIT        | AUTM O/H |
| 61st        | 23       | 21       | 8        | 6        | -        | -        | -        | -        | -        | -        |
| 129th       | 23       | 22       | 8        | 7        | -        | -        | -        | -        | -        | -        |
| 134th       | 23       | 22       | 8        | 3        | -        | -        | -        | -        | -        | -        |
| 238th       | 0        | 1        | 12       | 9        | -        | -        | -        | -        | -        | -        |
| 130th       | -        | -        | -        | -        | 2        | 0        | 0        | 0        | 16       | 11       |
| 196th       | -        | -        | -        | -        | 2        | 0        | -        | 10       | 16       | 2        |
| 355th       | -        | -        | -        | -        | -        | -        | -        | -        | -        | -        |
| 310, 268th  | 0        | 1        | -        | -        | 3        | 0        | -        | -        | -        | -        |
| 268th AB(C) | 69       | 67       | 36       | 30       | 7        | 0        | 0        | 10       | 32       | 13       |
|             |          |          |          |          |          |          |          |          | 0        | 7        |
|             |          |          |          |          |          |          |          |          | 9        | 9        |

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AIRCRAFT STATISTICS **CONFIDENTIAL**

Month of February

| UNIT  | TYPE   | ON HAND | AVAILABLE | PERCENTAGE |
|-------|--------|---------|-----------|------------|
| 61st  | UH-1H  | 22      | 15        | 74%        |
|       | UH-1B  | 6       | 5         | 78%        |
| 129th | UH-1H  | 22      | 16        | 73%        |
|       | UH-1B  | 7       | 5         | 70%        |
| 134th | UH-1H  | 22      | 17        | 79%        |
|       | UH-1C  | 8       | 5         | 62%        |
| 238th | UH-1H  | 1       | 1         | 91%        |
|       | UH-1B  | 10      | 8         | 77%        |
| 180th | CH-47  | 17      | 11        | 65%        |
| 196th | CH-47  | 16      | 10        | 62%        |
| 355th | CH-54A | 9       | 6         | 68%        |

Month of March

| UNIT  | TYPE   | ON HAND | AVAILABLE | PERCENTAGE |
|-------|--------|---------|-----------|------------|
| 61st  | UH-1H  | 22      | 14        | 65%        |
|       | UH-1B  | 6       | 4         | 68%        |
| 129th | UH-1H  | 22      | 14        | 66%        |
|       | UH-1B  | 7       | 5         | 68%        |
| 134th | UH-1H  | 22      | 14        | 72%        |
|       | UH-1C  | 8       | 5         | 70%        |
| 238th | UH-1H  | 1       | 1         | 81%        |
|       | UH-1B  | 10      | 6         | 60%        |
| 180th | CH-47  | 17      | 8         | 49%        |
| 196th | CH-47  | 18      | 10        | 56%        |
| 355th | CH-54A | 9       | 6         | 70%        |

Month of April

| UNIT  | TYPE   | ON HAND | AVAILABLE | PERCENTAGE |
|-------|--------|---------|-----------|------------|
| 61st  | UH-1H  | 21      | 12        | 61%        |
|       | UH-1B  | 6       | 4         | 61%        |
| 129th | UH-1H  | 22      | 13        | 63%        |
|       | UH-1B  | 7       | 4         | 62%        |
| 134th | UH-1H  | 22      | 15        | 70%        |
|       | UH-1C  | 8       | 5         | 60%        |
| 238th | UH-1H  | 1       | 1         | 100%       |
|       | UH-1B  | 9       | 6         | 69%        |
| 180th | CH-47  | 17      | 11        | 65%        |
| 196th | CH-47  | 16      | 9         | 61%        |
| 355th | CH-54A | 9       | 7         | 75%        |

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